

three lanes including exclusive left-turn and right-turn lanes. Gor-An Farm Road would be improved to add an exclusive left- turn lane at this intersection.

For the future year (2035) build scenario, US 70 and US 70 Business-Peedin Street Extension would no longer intersect at-grade, improving from level of service C/F to free flow traffic conditions. The proposed intersection of US 70 Business with the US 70 ramps would operate at level of service C/C and the proposed intersection of Peedin Street Extension with the US 70 ramps would operate at level of service C/B.

Control of access is proposed for the interchange. Existing control of access would be extended along US 70 east of US 70 Business approximately 0.3 mile. Control of access is also proposed approximately 0.5 mile along US 70 Business-Peedin Street Extension, as well as along the proposed ramps.

Deceleration and acceleration lanes are proposed along US 70 at the interchange ramps. Several two-lane service roads are proposed to provide access to a business on the south side of US 70 and to residential properties on the north side of US 70. Approximately 11.5 acres of right-of-way and 1 acre of construction easement would be needed to accommodate the interchange improvements and service roads.

The proposed project would alter two existing crossings of Bawdy Creek to accommodate the US 70 interchange at US 70 Business-Peedin Street Extension. On the south side of US 70, an existing culvert (10- by 8-foot) would be extended to accommodate the proposed deceleration lane. The existing culvert at the US 70 Business crossing of Bawdy Creek would be removed and replaced with an extended culvert (7- by 7-foot).

3.2 US 70 Interchange with Stevens Chapel Road-Davis Mill Road

This proposed interchange is a two quadrant design. (See Figure 4.) Stevens Chapel Road-Davis Mill Road would be raised on existing location and bridged over US 70. The length of the two-lane bridge would be approximately 200 feet. Two-way ramps in the northwest and southwest quadrants would connect the roadway to US 70. Stevens Chapel Road and Davis Mill Road would be improved to include an exclusive left-turn lane at each ramp.

Control of access is proposed for the interchange. Control of access would extend approximately 0.5 mile along US 70 and approximately 0.4 mile along Stevens Chapel Road-Davis Mill Road, as well as along the proposed ramps. Several two-lane service roads are proposed to provide access to residential properties on the north side of US 70 and to several properties and the cemetery on the south side of US 70.

For the future year (2035) build scenario, US 70 and Stevens Chapel Road-Davis Mill Road would no longer intersect at-grade, improving from level of service F/F to free flow traffic conditions. The proposed intersection of Stevens Chapel Road with the US 70 ramps would operate at level of service A/A and the proposed intersection of Davis Mill Road with the US 70 ramps would operate at level of service A/A.

The proposed project would alter two crossings of Quincosin Swamp to accommodate the US 70 interchange with Stevens Chapel Road-Davis Mill Road. On the south side of US 70, an existing culvert (9- by 9-foot) would be extended to accommodate the proposed deceleration lane. The existing piped Davis